

## PRM APPROACH AAUP

**ATTENTION ALL USERS PAGE (AAUP) (CON'T)**

CONTINUED FROM PREVIOUS PAGE

**2. Dual VHF Communication required (Rwy 28R).** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (120.35).

**Dual VHF Communication required (Rwy 28L).** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (135.65).

**3. ALL "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- a. **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance.
- b. **Phraseology- "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

**4. Visual Segment (Rwy 28R):** If ATC advises that there is traffic approaching runway 28L, pilots are authorized to continue past DARNE to align with runway 28R centerline only when:

- a. the runway 28L traffic is in sight and is expected to remain in sight.
- b. ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission.)
- c. the runway environment is in sight.

Otherwise, a missed approach must be executed at DARNE. Between DARNE and the runway threshold, pilots are responsible for separating themselves visually from traffic approaching runway 28L, which means maneuvering the aircraft as necessary to avoid the runway 28L traffic until landing (do not pass), and providing wake turbulence avoidance, as applicable. If visual contact with the runway 28L traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

## PRM APPROACH AAUP

SAN FRANCISCO, CALIFORNIA  
SAN FRANCISCO INTL (SFO)